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Hongkong Daily Press.

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No. 14,532 號式十壹百伍千肆萬壹第 日四廿月玖年十叁緒光 HONGKONG, TUESDAY, NOVEMBER 1st, 1904. 式拜禮 號壹九壹年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

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BLEND
WHISKY.

The Brand of the
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COACHING DAYS

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"SPECIAL BLEND" WHISKY
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Selected
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RONALD RENNIE'S WHISKIES.
Green Seal... \$12 per doz.
Perfection... \$14 per doz.
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HIGH-CLASS TAILORS & OUTFITTERS.
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—Latest Plannel Suitings,
New Stock of Ties, Straw Hats, Felt Hats,
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Inspection Invited.
Hongkong, 5th August, 1904.

MACAO

AND
**CANTON
HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
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WM. FARMER,
Proprietor.

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MAIL, Great Variety.

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Distinguished by Four Stars on the label.

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See analysis and certificate by Professor Cassal.

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A due, full, and fruity wine.

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A natural and most pleasant wine to the taste

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THEY ARE UNEQUALLED AT THE PRICE

THE ELITE OF WHISKY—
THE "PAIL MAIL,"
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11 Years old; the finest quality shipped.
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Very soft, palatable, and mature.
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BEWARE OF IMITATIONS.

SOLE AGENTS.
CALDBECK, MACGREGOR & CO.
15, QUEEN'S ROAD.
Hongkong, 26th October, 1904.

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AND PRINTING
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GOOD WORK,
PROMPT
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UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
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(Same Premises as Messrs. Ah Chee).
Hongkong, 15th August, 1904.

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ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST
HANDSOMELY-BOXED CHOCOLATES AS WELL AS THE SIMPLEST PURE
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DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED
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WATKINS BUILDING, HONGKONG.
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FURNISHERS AND UPHOLSTERERS.
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AUTUMN AND WINTER SUITINGS
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LATEST AND MOST FASHIONABLE STYLES.
EXPERIENCED LONDON CUTTERS
ONLY EMPLOYED.
LARGEST AND BEST SELECTED STOCKS
IN THE EAST.
SEE SPECIAL LIST.

LANE, CRAWFORD & CO.

Hongkong, 31st October, 1904.

E. C. WILKS & CO.

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS
MARINE AND ELECTRICAL CONTRACTORS.
SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES.
POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING AND ELECTRICAL MACHINERY.
Agents for H. W. JOHN'S ASBESTOS GOODS.
Cable Address "MARINEWORK," Hongkong.
Telephone No. 358.
12, Beaufield Arcade, Hongkong.

Hongkong, 24th August, 1904.

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NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO
EDM. JOHANNSEN OR SIEMSEN & CO.

JAPAN COALS.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
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SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fushinozawa, Mameda, Mannoura, Onoura Otsuji,
Sasahara Tsubakuro, Yoshinotani, Yoshio, Yuzokibara, and other Coals.

8, MINAMI Manager, Hongkong.

NOTICE.

WE have appointed Mr. P. K. KNYVETT,
MANAGER of the Vacuum Oil
Company in Hongkong.

T. LEMON,
General Manager,
Vacuum Oil Company,
China, Hongkong & Manila.
Shanghai, 21st October, 1904.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
Bags of 37½ lbs. net \$5.00 per Cask ex Factory.
Bags of 250 lbs. net \$3.20 per bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st September, 1904.

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HONG-KONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.

Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.

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Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.

Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.

Wines cooled by Hotel refrigerators.
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machinery.

Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager.

THE PEAK HOTEL.

Admirably Situated, Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 25.
Town Office: 7, DUDDELL STREET.

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A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903.

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Views.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.

Hongkong, 31st October, 1902.

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Huangshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.

CANTON HOTEL,

HO-NAM, CANTON.

NEWLY OPENED.

SITUATED on the River Front at Ho-nam
almost facing Shamshien.

Rooms elegantly furnished, large and lofty,
with Spacious Balconies. Excellent Position.
Free from Obnoxious Surroundings.

Boat always in attendance.
Telegrams receive prompt attention.
Visitors to Canton should not fail to secure
accommodation before leaving Hongkong.

CHAN CHING KUEN,
Manager.
Canton, 27th October, 1904.

CARLTON HOUSE HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entract and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
For terms apply—
B. F. HOWARD,
Manager.

Hongkong, 7th October, 1904.

INTIMATION

A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1811.

We beg to notify our Customers and the Public Generally that we have now REMOVED our Large and Selected Stock of WINES and SPIRITS in Wood and Bottle to the Collage occupying the whole of the Space under ALEXANDRA BUILDINGS; and have now the LARGEST AND BEST STOCKED WINE VAULTS IN THE COLONY.

We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

A. S. WATSON & CO. LIMITED.

WINE AND SPIRIT MERCHANTS, AND AERATED WATER MANUFACTURERS, &c., &c.

[31]

BIRTHS.
On the 31st October, at The Homestead, Peak, the wife of E. H. SHARP, of a daughter.
On 23rd October, at Scotch, the wife of Rev. R. A. PARKER, of a son.

MARRIAGES.
On 20th October, at Chelsea, CHRISTIAN VOLKERS, of the Great Northern Telegraph Co., to YVONNE D'ANJOU.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 1st, 1904.

WITH the highest respect for Mr. BALFOUR's abilities, and a firm conviction of the inherent honesty of his intentions, it is yet the case that his policy with regard to Russia is bringing the country dangerously near to an impasse from which war with Russia, and possibly with Germany, will afford the only means of honourable escape. Mr. BALFOUR is at one with the whole nation in his detestation of war, and of all wars of one with Russia, and this, not because of any love or affection towards Russia herself, but that neither honour nor advantage could possibly accrue from such a contest. Mr. BALFOUR has, however, as we lately pointed out, with all the strength of ACHILLES, his one pervading weakness. His mind is essentially philosophic; and this, though not necessarily a source of weakness, yet renders him disposed in the first instance to have too strong a belief in the power of reason. It is but seldom that reason has any strong directing influence in the affairs of nations, which are far more usually based on mere sentiment, and against such a condition philosophical argument can make but slow headway. We have before reflected on the small advantage of diplomatic intercourse with a Power like Russia, where the Power that places most reliance on the logical appeal to what we are accustomed to look upon as the fundamental principles of right and reason is at a distinct disadvantage. This fact, but half understood, is really at the base of most international troubles; what seems to the one plain and straightforward, to the other appears as a congeries of deceit and duplicity. No two nations persistently think in the same grooves; this is apparent even in the regions of science: more when the discussion turns to political topics. The thread of the argument is being continually interrupted by extraneous accretions gathered in its passage. When the Russian volunteer fleet

overhauled and took possession of the first British ships in the Red Sea an American ex-steamman in China tersely remarked: "This is riding for a fall." Admiral FREMANTLE, a man of action, instinctively grasped the situation in recommending that it should be treated as an act of piracy.

Unfortunately Mr. BALFOUR saw in it a subject for remonstrance and discussion. In such a course Great Britain could but come to grief. Before the Crimean war England had always upheld the doctrine of the right of search; on the completion of the war she had unwillingly accepted the new doctrine that a neutral flag covered the enemy's goods—except, and the exception is noteworthy, contraband of war. But the declaration did not define what was contraband, and Russia pretended to have her own meaning of the phrase, in which she was bound to have many sympathisers. Mr. BALFOUR thus permitted the main question at issue to be set aside, and in consequence allowed himself to be drawn into a profitless controversy in which there was no defined basis for argument. It is probable that the course taken has been even more embarrassing for Russia than for England herself. The only question at issue at the moment was the status of the volunteer cruisers; Russia had taken on herself to commit an unfriendly, almost a hostile act, and expected that it would have been met by equally decisive measures on the other side. To have peremptorily demanded the release of the *Malacca*, and the dismantlement of the cruisers as warships would have been a perfectly intelligible course; and would have raised no embarrassing issues; it would, moreover, have had the effect of saving Russia's face. Russia had, in fact, overreached herself, she had carried on too far her game of bluff, and had been called upon by Japan to show her hand. Russia, relying on her military prestige, had entered on the war unprepared, and was taken at a disadvantage, and the issue was doubtful; yet without loss of that prestige she could not withdraw, nor could she in any way acknowledge that she had been compelled by Japan. The same disability could not, of course, attach to her retiring her fleet before the sea power of Great Britain, and she could very well plead with-out loss of prestige that without the assistance of her fleet she could make no headway in her land combat with Japan. She had clearly at the time no understanding with Germany, and so the way to some understanding with regard to Manchuria was open: now, of course, all this is changed. The question of contraband of war, not at first involved, has become a crying question, and in this she finds a ready ally in Germany, at all times disposed to question the naval superiority of England. The time too has become opportune to recall the old understandings with Germany, and the attacks on British prestige have developed into a policy supported by a precedent to which the weakness of the British Government has itself been a consenting party. This it is that lends importance to recent doings in the North Sea. Here Russia has been pleading the ridiculous excuse that the sinking of British trawlers and the murder of their crews has proceeded from their having been mistaken for Japanese destroyers. Doubtless Russia has been led to take the last step through an apparently well-founded confidence that the same philosophical weakness and disposition for palaver, instead of prompt action has proceeded from fear rather than policy, and that the old game may be tried on a nation which has forgotten that it ever was great. Diplomacy, it has been remarked, is the instinctive resort of weak nations; when a great Power condescends to the ignominy, it has ever proved the first step to insult, and so becomes the strongest incentive to aggressions only to be wiped out by war. The first result of yielding in the present case has been to revive the traditional dependence of Germany on St. Petersburg, so that it is likely to have far wider reaching influence over the future of Europe than a more dignified course would have entailed.

The river steamers *Chu Kong* and *Pak Kong* are for sale. The particulars are advertised.

The Victoria hair dressing saloon will shut up shop on the 1st December till further notice.

An advertisement re the Bank of Taiwan, Ltd., appears in another column. The Hongkong Office is at No. 4, Queen's Road.

The Hongkong Amateur Dramatic Club advertise "Dorothy" in another column. The first performance will be on the 19th inst.

Mr. H. H. J. Gompertz (Senior Police Magistrate) being still indisposed, Mr. J. H. Komp assisted Mr. F. A. Hazeland (Second Police Magistrate) with the cases yesterday.

Mons. N. Dupont, the Engineer of the Peking-Hankow railway, died at the Peking Hospital on 13th October, from heart disease.

A Russian paper proposes to compensate China for the loss of Manchuria by taking Formosa from the Japanese and restoring it to China.

A rumour gained currency in London last month that Viscount Hayashi, the Japanese Ambassador, would leave England for Japan on leave of absence early next year, and that it was unlikely that he would return.

Return of visitors to the City Hall Library and Museum for the week ending the 30th October, 1904, were 320 non-Chinese and 102 Chinese to the former, and 1,440 non-Chinese and 1,821 Chinese to the latter institution.

It is noteworthy that the alteration in the clocks makes an error in the public clock tables. To obtain the time of high and low water according to zone time 23 minutes 18 seconds should be added to the time given in the tables.

The Annual Session of His Majesty's Justices of the Peace will be held in the Justices' Room, at the Magistracy, on the 15th inst., at 2.30 p.m., for the purpose of considering applications for Licences and Adjunct Licences for the year 1904-1905.

A small dog belonging to a gentleman living in the French Concession at Tientsin went mad. It first drew attention to itself by running all over the house and yelping. It was eventually secured before it had done any damage, by throwing a bed quilt over it, after which it was throttled.

A German telegram stated that Russia now receives a very considerable part of her war material from England. English merchants preponderated in the furnishing of coal and meat for the Baltic squadron. As at first German shipping firms, so now the British, have sold to Russia a number of steamers.

Two Russian prisoners recently escaped from Matsuyama and attempted to steal a boat at Takahama with the object, it is said, of making their way to Vladivostok. They were captured and sentenced by court martial to imprisonment for three months with labour. The sentence will be served in Marugame prison.

A very anti-Japanese war correspondent named MacHugh said to a Tientsin interviewer: "What sickened me more than even our bad treatment was a conversation I had with a high Japanese staff officer, who said that, when they had finished this war, and got back Manchuria and Szechuan, they then would turn their attention to the German encroachments in China, and the American occupation of the Philippines."

It is reported in mandarin circles that the Ministers of the Waiwupu have been lately conferring almost daily with Sir Ernest Satow with reference to the changing of the clause in the Young-Husband Treaty at Lhasa. The reply of the British Minister, it is stated, was that the clauses in that Treaty referring to railways, mines, and foreign intercourse were now, so well known in Europe and Asia that it would be difficult to change them, but with regard to other clauses the diplomatic answer was that if he could do anything to modify them in accordance with the wishes of the Chinese Government he would do so with pleasure.

Mr. W. Kirstin, of the *Central News* and *London Graphic*, who has returned from the front, ascribes the attitude of the Japanese Government toward the reporters wholly to the carelessness of the American press in the selection of its men to "do the war." He says: "I attribute the refusal of the Japanese to allow the correspondents to leave Tokyo for the front solely to the fact that there were among them a lot of irresponsible American reporters, ignorant alike of war and of the duties of correspondents. But for their presence the trained and reliable correspondents and artists would have experienced no difficulty. As it is, they were sacrificed to the incompetents, and are for the most part coming home, for discrimination would be too delicate a task for the Japanese."

It must be very satisfactory to the promoters of the Emigration scheme to find that, notwithstanding the ignorant and often self-interested opposition of a few native officials and native contractors for labour, the benefits of the scheme are becoming recognised, day by day, over a larger area; and that, even some of the Viceroy and Governors of Districts have gone out of their conservative ways to publish special proclamations on the subject, so drawing the attention of the people themselves to the many advantages of this Emigration system. Not alone is this so with regard to South Africa; but, says the *China Review*, proposals have been made to supply Chinese labour on an extensive scale for the work on the Panama Canal, on such terms as will ensure the acceptance of this or some similar offer.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following receipts from "Hospital Sunday" offerings:—

St. John's Cathedral	£229
Union Church	145.80
To Tai Chapel (L.M.S. Chinese)	98.27
Wesleyan Church, Wanchai	47.82
Volunteer Camp Rev. C. H. Hickling	37.60
St. Stephen's Church (C.M.S. Chinese)	28.47
Wesleyan Mission Chinese Church	27.20
St. Peter's Church (Half Offertory)	25.86
Peak Church	14
Rhenish Mission Chapel	6.70
Yamatani (C.M.S. Chinese)	4.39

The Naval Transport *Mercedes* did not bring any stores from Weihaiwei. She has come to load coal, etc., for the Fleet up north.

The only cases of communicable disease recorded at Hongkong last week were six Chinese cases of enteric fever and one Chinese case of diphtheria.

Chang Chi-tung has been rather called to book of late in consequence of his failure to support the Lien Ping Chu financially, and over-watchful censors are ready, the *Peking Times* says, with suggestions of his secret disloyalty.

The bund and wharves at Tientsin are abnormally crowded with goods, everybody trying to get in large winter stocks before the river is frozen up. The *China Review* is informed that business prospects are certainly better than they have been for some years.

A circular letter has been sent around, confirming that the adjourned meeting of members of the Kowloon Cricket Club will be held in the Seamen's Institute, Kowloon, on Wednesday next, the 2nd November, at 9 p.m., for the purpose of electing officers and passing the rules, etc., etc.

A collision occurred in the harbour on Sunday night. It appears that the launch *Cheng Yih* was run into and sunk by the launch *Cheng Yuen*. Both belong to the Yamatani Ferry Company, and were on service at the time. The launch *Cheng Yih* has been raised and towed to the company's wharf. No lives were lost.

Sam Newman and "Baby" Smith, of the Royal Artillery, will meet in a 20-round boxing contest at the City Hall to-morrow night. The fight is for the welter-weight championship of China and a side bet of \$500. There will be two preliminary contests—one of four rounds and one of eight. Mr. J. Christie is manager.

The Associated Chambers of Commerce of Japan have resolved to petition the Government in favour of the protection of industries and commerce, which must keep pace with the victorious progress of the war. They urge the granting of facilities for the ownership by foreigners of land and railways, the opening of Manchuria and Corea, the encouragement of immigration, and the attraction of foreign visitors.

It is understood—that the s.s. *Inula* and the *Katherine Park* have been chartered by Messrs. Gibb, Livingston and Company for the coolie emigration service to South Africa, the former taking the place of the *Tweeddale*, released from charter. The s.s. *Sikh* sailed on Sunday for Chinwantao to take about 1,500 coolies to the Rand. She will be followed about the 5th inst. by the s.s. *Sajala*, the latter boat going to Chinwantao instead of Chefoo.

The *Kobe Chronicle* tells a story that should strike envy into the heart of the Hongkong Deforestation Department. It runs:—In how short a time a tree can be converted into a newspaper was proved recently at Eisenthal, in Germany. At 7.35 a.m. three trees were felled in an adjacent forest, stripped and taken to a local paper factory. By 9.34 the first sheet of paper issued from the machines. The printing works of the nearest newspaper were four kilometres distant. The paper was carried there in a motor-car at full speed, the presses set to work, and exactly at 10 a.m. the newspaper was ready printed. The whole process from the forest to the reader thus only took two hours and twenty-five minutes.

According to a Tokyo dispatch, now that the contract of Mr. Megata as the Financial Adviser to the Korean Government has been signed, the Japanese Government will make the protectorate of Corea an accomplished fact first of all in the financial administration and by means of the entailment of the army expenditure, while the total abolition of expenditure of Korean Legations abroad will be immediately carried out. In other words, says the *Kobe Chronicle*, the Japanese Army will be quite sufficient for Corea, and Japanese diplomats are considered very well able to look after Korean interests. If true, this means that Korean "independence" is at an end. Hitherto the statement that the Korean Legations were to be abolished has been positively denied in Tokyo.

NAVAL NOTES.

The U. S. S. *General Atago*, destroyer, arrived from Amoy yesterday.

The Chinese gunboat *Chop Sai* arrived from Canton yesterday.

The U. S. S. *Callao*, gunboat, has left for the West River.

The French gunboat *Argus* has arrived from Canton. She is anchored at the Naval Anchorage.

H.M.S. *Moorhen*, gunboat, is due from the West River on the 3rd inst.

H.M.S. *Flareless*, third-class cruiser, is expected shortly.

INTERPORT GOLF.

It is expected that Shanghai will only be able to play Interport Golf Singles with Hongkong as Mr. J. H. T. McMontrie is unlikely to come here with Mr. A. W. Walkshaw. Mr. T. S. Forrest will play for Hongkong.

Messrs. C. W. May and N. J. Stabb won this week's professional pairs at the Hongkong Golf Club.

THE WAR

["DAILY PRESS" SERVICE.]
"ENGLAND EXPECTS."

LONDON, 31st October.

The activity in British naval circles still continues. The various units of the Russian Baltic Fleet are under close observation.

Ten Russian vessels have arrived at Tangier. Admiral Rozhdestvensky with four battleships is still at Vigo.

The channel fleet is expected to reach Vigo to-day.

MINE DISASTER AT MOJI.

Kobe, 31st October.

The *Chiosa* (?) *Maru* brought to Moji yesterday a mine which she had found at sea.

While being transferred to a lighter, it exploded, killing fifty, and wounding many more.

[JAPANESE OFFICIAL DESPATCH.]

AN ENGAGEMENT AT HAITOUSHAN.

Tokyo, 29th October.

Marshal Oyama reports that a detachment of our right army attacked, on the 27th instant, the enemy on Haitoushan, consisting of two battalions of infantry.

The detachment met with stubborn resistance, but finally occupied Haitoushan and captured two machine guns.

On the 28th instant the enemy continued cannonading Haitoushan till the afternoon, and then disappeared.

There was another important engagement on the 28th instant.

[*This was published yesterday in our early morning Extra.]

[REUTERS' SERVICE.]

RUSSIAN OFFICERS TO BE ADEQUATELY PUNISHED.

LONDON, 29th October.

Mr. Balfour, speaking at Southampton, said that the matter had been referred to an international inquiry. Russia had ordered the detention at Vigo of the part of the Baltic fleet concerned. The officers responsible will not proceed to the Far East, but will be tried and adequately punished. Russia is giving orders which will prevent any recurrence.

(From Northern Papers)

RUSSIAN REPORT.

Major-General Dessino, the Russian Military Agent in China, wants the papers to circulate the following nonsense:

FROM RUSSIAN HEADQUARTERS.

22nd October.

During the last few days no serious fighting took place. On the 20th inst. the Japanese retreated from Shatopa and some other advanced posts. We captured a great quantity of guns and stores and provisions, and took one of the guns which we had lost—total fourteen Japanese guns and one of our own guns and one machine-gun. From the 10th October up till date, about 25,000 wounded have been sent to the north.

REGULATIONS FOR PRISONERS OF WAR.

Tokyo, 26th October.

An urgent Imperial ordinance promulgates the regulations for the punishment of prisoners of war. The ringleader in united resistance to, or violence towards, the prison authorities may be sentenced to death.

RUSSIAN PRISONERS IN JAPAN.

Tokyo, 26th October.

The prisoners of war quartered in Japan now amount to over three thousand.

CONFLAGRATION AT PORT ARTHUR.

Tokyo, 26th October.

It is reported that the streets in the town of Port Arthur were on fire yesterday from the morning until five in the evening.

REFILLING THE RUSSIAN RANKS.

Tokyo, 26th October.

It is calculated that the filling up of the vacancies caused in the Russian army by the casualties in the battle of the Shahe, namely, one-fourth of the whole strength engaged, will require two months.

THE PRESENT POSITION.

Tokyo, 26th October.

The subsequent development depends solely on the relative movements of the belligerents. A cessation of activity seems therefore probable for the time being. The popular question in Tokyo is where both armies will decide to winter.

OUR VOLUNTEERS DISPERSE.

The Volunteer camp at Stonecutters' Island was struck at six o'clock yesterday morning.

H.E. Sir Matthew Nathan, Major-General Villiers Hatton, the Commandant Royal Artillery, Major Chichester, Captain M. K. Hodgson, and Captain Smith were present at the firing on Saturday.

On Sunday morning H.E. Major-General Villiers Hatton told the men he was very pleased with them. The shooting, he confessed, was not so good as he expected. He had seen the Volunteers do better work on previous occasions. In that respect, however, the Commandant of the Royal Artillery differed with him, and he was an expert. He read the report made by the Commandant of the Royal Artillery, who thought that the shooting was very fair. Conditions were against good shooting; the light and the indistinctness of the targets militating against very successful results. Under the circumstances the Commandant of the Royal Artillery was well satisfied with the Corps. With reference to the Maxims, Major-General Hatton had very little to say. Some of the operators, one in particular, was at a loss to understand why his Maxim would not work properly, when very little was wrong with it. He thought some of the men hardly knew their work properly in that respect.

On Sunday night Major C. G. Pritchard expressed his appreciation of the conduct and work of the Corps while in camp. The camp was now concluding, but he was sorry. He would have liked to have continued it for a month or more, although possibly he would not care about getting out of bed at five o'clock every morning. The result of the shooting with the guns he considered to be very good, and he was glad to see that the Commandant of the Royal Artillery was of the same opinion, even although His Excellency Major-General Hatton thought it was hardly as good as he had seen. Still he was glad to hear Major-General Hatton speak in the strain he did; he was not a man to "butter" any Corps, and that was a good thing.

CROWN LAND SALE.

A piece of Crown land was sold by public auction yesterday afternoon. It is situated at Tokawan, and registered as Kowloon Marine Lot No. 85. The contents in square feet are 140,000; annual rent, \$894; upset price, \$21,000.

In the conditions of sale it is provided that the purchaser of the lot shall expend thereon a sum of not less than \$20,000 in rateable improvements within two years.

The lease was for 75 years, with the option of renewal for a further term of 75 years at a Crown rent to be fixed by His Majesty's Surveyor.

In the special conditions it is provided that the purchaser shall reclaim the whole area of the lot and the adjoining roads to such levels as may be approved by the Director of Public Works, and shall protect the reclaimed area with substantial sea wall or slopes to the satisfaction of the Director of Public Works. The purchaser will, subject to the written approval of the Director of Public Works, be permitted to remove earth from Crown land in the vicinity for the purpose of reclamation of the lot. The purchaser shall form a road 60 feet wide along the north-eastern and one 50 feet wide along the north-west boundary of the lot and also fill in the strip coloured green on the sale plan to such levels as may be approved by, and generally to the satisfaction of the Director of Public Works. Any rights as regards marine frontage shall extend only to the south-east frontage of the lot, which measures 400 feet in length. The purchaser shall make arrangements with the owners to alter the line of the existing quarrymen's pier to the north-east boundary and to rebuild same approximately as shown on the sale plan and to the satisfaction of the Director of Public Works. The north-east boundary of the lot to be 50 feet from the adjacent side of the pier when altered.

Messrs. J. J. Lysaght and S. Farrell purchased the lot for \$50 above the upset price there being no opposition.

It is understood that the sale was the outcome of a requisition made by Messrs. Lysaght and Farrell, whose intention is to erect extensive engineering works and build slipways for boats.

MAN-O-WAR'S BOAT ADRIET.

Capt. Peters, of the s.s. *Hong Bee*, reports that in her voyage from Singapore to Hongkong he passed a man-o-war's boat in 13N. 113.32E. She was a black boat with a gold and yellow moulding. Nobody was in her. She looked like a British man-o-war's, perhaps belonging to H.M.S. *Cressy*, but that is not certain. She probably by some means or other fell out of her davits, something having gone wrong with the patent automatically unhooking falls.

INQUEST.

Re CHEUNG CHAI, DECEASED.

Cheung Chai, a prisoner, died at Victoria gaol at 6.30 a.m. yesterday morning, and Mr. F. A. Hazeland held an inquest later in the day.

The following jurors were empanelled: Messrs Herman Rapp, Heuben Marcus Ezekiel, and Hans August Siebs.

The Chief Warder, Head Warder and Dr. Thompson gave evidence, the latter saying that the man died of enteric fever.

Deceased was sentenced to seven years' imprisonment in 1901 for armed robbery.

The jury returned a verdict of death from natural causes.

ROYAL HONGKONG YACHT CLUB.

OPENING CRUISE AND LADIES' RACE.—28TH OCTOBER.

There are official reports of recent yachting events.—There was a perfect afternoon for this the first function of the yachting season. At about 2.30 p.m. the yachts began to muster in the water north of Murray Pier. From the Kowloon side came the *Dione* and *Vernon*; the Royal Artillery put in three boats, the *Dorcas*, *Gloria*, and *Min*, the last unfortunately without any "fayre lady" at the helm. The Royal Engineers sent two boats, the *Aileen* and the *Kathleen*, and the *Bonito* completed the list. Several cruisers also hovered about, luckily not Russian cruisers, or else there might have been some casualties to the little fleet.

The Commodore of the Yacht Club, the Hon. F. H. May, soon gave the signal to sail over to Stonecutter's Island, and with a nice breeze on the starboard quarter led the yachts over to the South Pier. The line ahead was not formed as well as usual on this occasion, but after a time they settled down to a proper procession.

Arrived at Stonecutter's Island, the *Stanley* was found with two markboats laid out for the starting line, and the following yachts got ready:—*Aileen*, Miss Bunny; *Bonito*, Miss Bird; *Chanticleer*, Mrs. Crawford; *Dione*, Miss Stella May; *Dorcas*, Miss Wakefield; *Gloria*, Mrs. Ormiston; *Kathleen*, Mrs. Kent; *Vernon*, Mrs. Hastings. Punctually at 3.30 p.m. the Ladies' Race was started. Here the scene was very bright and pretty. All the yachts with their new paint in various hues of red, green, white, azure, and sombre black, were reflected in the smooth water and set against the dark background of fir trees on the island. Further to brighten the scene the Commodore started his little crimson-sailed skiff, which served as a focus of colour to the scene. But there was another side to the picture. Ugly black steamers vomiting clouds of smoke thought that an opportune moment for discharging their passengers on the pier, much to the repugnance of several fair skippers who were trying to get their boats to start, and away to the east clouds were gathering, and steamers anxious to get away before Sunday were smoking all they knew and poisoning the clear air with their noxious fumes.

When the starting gun fired, the *Dione* was first away, and a light reaching wind soon wafted the boats to the turning point at the North Fairway Buoy, which was rounded in the following order:—*Dione*, *Bonito*, *Vernon*, *Chanticleer*, *Aileen*, *Kathleen*, *Gloria*, *Dorcas*.

Sheets were then flattened down for the heat to the Police Pier, and soon the *Aileen* crept up to second place. The wind gradually became light and fitful near Yamutai, and the yachts reached Kowloon Police Pier at the following times:—

	H. M. S.	Vernon	Aileen	Bonito	Chanticleer	Dione	Gloria	Dorcas
Corrected times:								
<i>Bonito</i>	4 30 40	4 23 45	4 25 50	4 23 40	4 25 50	4 23 40	4 25 50	4 23 40
<i>Dione</i>	4 21 5	4 23 45	4 25 50	4 23 40	4 25 50	4 23 40	4 25 50	4 23 40
<i>Kathleen</i>	4 23 0	4 23 45	4 25 50	4 23 40	4 25 50	4 23 40	4 25 50	4 23 40
<i>Gloria</i>	4 33 8	4 23 45	4 25 50	4 23 40	4 25 50	4 23 40	4 25 50	4 23 40

The *Bonito*, steered by Miss Bird, therefore took the first prize, and the *Dione*, steered by Miss Stella May, the second prize.

The prizes were presented by Mrs. May on board the *Stanley* at the conclusion of the race.

FIRST CLUB RACE.—30TH OCTOBER.

The morning opened dull and cloudy with very little wind; but soon after the race started the wind increased to a fresh breeze from the northwards, which continued until the races were finished.

The yachts started in three classes, viz. I. The Championship Class for Yachts not over 24ft. linear rating Y.R.A. rules. II. The One-Design Class, all built to the same design and about 25ft. linear rating Y.R.A. rules.

III. The Handicap Class, consisting of yachts which cannot sail in the above two classes; all about 25ft. linear rating. The first class started at 1 p.m. zone time, and the others at 10 minutes interval. The course was—Start at Kowloon Police Pier, then to markboat off Chung Hui (starboard), back to North Fairway Buoy (starboard), back to markboat off Chung Hui (starboard), and finish at Kowloon Police Pier.

Four boats started in the Championship class, viz. the *Aileen*, *Dione*, *Elspeth*, and *Vernon*. Spinners were set, and they ran along slowly before a light easterly air. Presently, near the Empress steamer, it was seen that a puff from the northwards was coming over the water. The *Elspeth* was the first to find it, and went clean away from the rest. The *Vernon* and *Dione* were the next to feel it, and the *Aileen* did not get it until long after, the *Elspeth* then being nearly a mile ahead. The wind gradually increased in force, which was too much for the *Elspeth*, which had to huff up to the stronger puffs, and she was passed by *Dione* and *Vernon* at the west end of Stonecutter's Island. The *Chung Hui* markboat was reached in 40 minutes from the start in the following order: *Vernon*, *Dione*, *Elspeth*, *Aileen*. It was a reach down to the Fairway Buoy, and a reach back to Chung Hui, and the boats could just lay their courses direct from Chung Hui to the Police Pier. Near the *Gaetic*'s buoy, however, the wind suddenly became light and fitful, and the *Elspeth* got a puff which looked as if it would take her past the two leaders. It did not, however, last long enough, and the line was eventually crossed as under:—

	Vernon	Elspeth	Aileen
Corrected times:			
<i>Vernon</i>	4 30 40	4 23 45	4 25 50
<i>Dione</i>	4 21 5	4 23 45	4 25 50
<i>Kathleen</i>	4 23 0	4 23 45	4 25 50
<i>Gloria</i>	4 33 8	4 23 45	4 25 50

ONE-DESIGN CLASS.

The one-design class sailed their first club race on Sunday, 30th October, over the same course as the championship boats. Only four turned out, *Erica* being the absentee.

An excellent start was made, all four boats crossing the line abreast. *Bonito* to windward and *Kathleen* to leeward. *Kathleen* at first had somewhat the best of the race, but they rounded together, *Colleen* with the inner berth. She increased her lead on the reach to the Fairway Buoy, and rounded about a minute ahead of *Kathleen*, who had by this time been caught by *Min*, but just managed to gybe round ahead of her. However, she lost *Min* in to windward of her. On rounding the markboat the second time, *Colleen* had the misfortune to carry away her mast. *Min* rounded about 30 seconds ahead of *Kathleen* and *Bonito*, who were together, *Bonito* about a length behind. On the way home *Kathleen* kept up to windward, and on *Min* going about just managed to cross her bows. The order then remained the same to the finish, the distances between the boats being somewhat increased.

HANDICAP CLASS.

This race was chiefly remarkable for the fast time of the *Alamoth* over this course. She sailed the 14 knots in a quarter of a minute under two hours, thus going at an average speed of over 7 knots an hour. The conditions were of course unusually favourable, viz. smooth water and strong whole sail breeze. We were glad to see the *Dorcas* under the new management looking up. She was for a long time the second best in the race, and only dropped to third through her owner not knowing the harbour so well as the older hands in the other boats.

AUDI ALTERAM PARTEM.

"Under the caption 'Unfortunate Cricketers,' we published yesterday a story which referred to an interruption of the play on Saturday of the new Kowloon Cricket Club, and incidentally presented the three army officers referred to in a somewhat ungracious light. Having now heard the other side, we wish to make it clear that the whole affair was a misunderstanding, and that nobody had any real grievance against anybody. It would be plain to our military readers, in the first place, that the Kowloon cricketers were under a misapprehension as to which Parade Ground Captain Radford had given them permission to use. It seems clear now that they took the wrong ground altogether, and one that was already engaged for a hockey match between the Artillery and native troops. The place selected by them for their pitch happened to be the only part fit for hockey, so that the hockey players had some right also to feel injured. However, we are assured that, apart possibly from an expression of disappointment on the part of one of the younger cricketers, there was no unpleasantness and no ungraciousness at all. The adjustment of the contretemps was arrived at quite amicably and with all courtesy."

THE CHINA ASSOCIATION AT SHANGHAI.

The departure of Sir Charles J. Dudgeon on October 22nd for the trip home leaves a very sensible gap in Shanghai, which will not be filled until his return. A better authority on foreign commerce in China, especially on its statistical side, it would be impossible to find, and the Foreign Office recognised this when they made him a Treaty Commissioner with Sir James Mackay and rewarded him for his services with a knighthood. In the thirty years or so that he has spent in Shanghai, and in all the vicissitudes to which one who follows commerce is exposed here, Sir Charles has always been a most popular man, welcome in every society, a keen sportsman, and a man of intense public spirit, although, as far as our recollection goes, he was never a candidate for Municipal honours. No man ever better deserved a holiday, and it is a satisfaction to know that if Shanghai should be in need of a representative at home while he is there, we can rely on his services. In the chairmanship of the China Association here, which he has so ably filled, he is succeeded temporarily by Mr. R. W. Little.—N.C. Daily News.

"STAR" FERRY CO.

As soon as the first new Hongkong and Kowloon Wharf and Godown Company's godown is completed, in about two months' time, the godown opposite the site of the new Kowloon ferry landing will be demolished to make room for an extension of the new 100-foot road to the water's edge. Work on the new Kowloon ferry landing will also probably be commenced before the end of the year. The ferry landing at Hongkong, which was recently damaged by fire, is being repaired. New wings, roofing, etc., will be added to it as soon as the new landing on the Kowloon side is completed. The "Star" ferry have now five one-design double-ended steamers. The two most recent additions to the fleet, the *Morning Star* and *Evening Star*, have triple expansion engines.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 31st at 11.40 a.m. The barometer has fallen slightly in the Philippines and near the straits of the Yangtze, and risen at all other places. Gradients are in consequence scarcely so steep as yesterday, but strong monsoon must still be expected in the Formosa Channel and over the greater part of the China Sea. Forecast:—Fresh N.E. winds, overcast, fair.

CORRESPONDENCE.

A SUGGESTION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 31st October.

SIR,—Wednesday next is the day set apart for the dead. May I suggest, through the medium of your valuable paper, to the Hongkong Tramway Company that they would confer a great boon on the Roman Catholic community by placing a couple of cars between Clock Tower and Happy Valley, say from 4 to 6 p.m., to convey the intending passengers to and fro in order that they may take part in the annual procession in the Roman Catholic Cemetery? Thanking you in anticipation for the insertion of the above in your next issue.—Yours truly,

EXPECTANTE.

A BOTTOMLESS BARGE.

The *s.s. James Brand*, which has a cargo of 5,022 tons of bulk petroleum on board, towed an 84-ton steel tank barge from Palembang, Sumatra. The barge recently grounded in Sumatra and damaged her bottom. The Captain of the *James Brand* had orders to tow her to Shanghai, but owing to peculiar circumstances will have to leave her at Hongkong. The fact is the *James Brand* has towed the bottom out of the little craft's fore hold, so when the hatches are removed the "briny" can be seen right through the hull. The vessel is kept afloat by her water-tight tanks.

REGISTRATION OF TRADE MARKS.

The Chairman of the Tientsin Chamber of Commerce has received a communication from the British Minister replying to the letter recently addressed to the doyen of the Diplomatic Corps, in which the Chamber asked for a postponement of the new regulations for the Registration of Trade Marks. The Minister states that he has already received representations from the Shanghai Chamber and has forwarded them by telegraph to His Majesty's Government. He advises British merchants who are apprehensive of their interests being injuriously affected should these regulations come into force unaltered on October 24th, but who are unwilling to pay the fee prescribed by regulation, to deposit, as far as practicable, with His Majesty's Consul General, duplicates of all trade marks belonging to them, whether registered in Great Britain or not, and to request him to transmit one of each to the Commissioner.

DRINKABLE WATER AT PORT ARTHUR.

Recent reports concur in stating that drinkable water in Port Arthur is scarce, and allege that the principal source of fresh water has been captured by the Japanese. According to investigations carried out by a Japanese some years ago, the water supply comes from a spring at Pailichwang, some four miles north-east of Port Arthur. This spring is fed by five or six small ones, each measuring from five inches to one foot in diameter. The water is conducted into a reservoir and then conveyed to the city by iron pipes. Presuming that this reservoir has been captured by the Japanese, the Russians still possess eleven wells in Port Arthur. The water obtained from these wells contains more or less salt, lime, and sulphuric acid, and only four of them furnish drinkable water. Of the eleven wells, nine exist at Yuleikuan and the other two near Golden Hill.—Peking Times.

COWARDLY RUSSIAN NAVAL OFFICERS.

There are limits, the *N.C. Daily News* remarks, to British meekness. What the British would have liked is to see orders sent immediately to our Channel and Mediterranean fleets to bring the Russian Baltic fleet back to Portsmouth, by force if persuasion failed. Probably force would not have been necessary; persuasion backed by the guns of British or any other ironclads would have been effective enough. It is evident that a fleet commanded by officers in a state of utter panic is a danger to everything afloat under whatever flag it may be. Commanders of ships who "see in every bush an officer" and in every sail a Japanese torpedo-boat, are not fit to be trusted with guns. The question concerns us in the East very closely. This Baltic fleet is as dangerous to shipping and commerce as a fleet of pirate ships would be, and if it ever succeeds in reaching the East, it will be a terrible menace to shipping, and will disorganise the whole trade on these seas.

JAPANESE SARCASM.

It may be fairly surmised, says a Japanese correspondent of the *N.C. Daily News*, that General Kuropatkin's latest advances had a political motive, it being imperative that his armies must do something to redeem their reputation and restore the shattered prestige of their country. For immediate effect, greatly needed, he announced his purpose, prior to the actual operations, in much more bombastic manner than ever. The intelligence service of the Japanese army is usually excellent, and Kuropatkin's latest move was no surprise to Marshal Oyama. The Tokyo papers fully appreciate the significance of the present combat of whole opposing armies, and question whether Kuropatkin is still able to explain away his latest defeat. In his recent proclamation the Muscovite leader declared that he had now received 100,000 reinforcements, 10,000 horses, and one million pounds of foodstuffs, and the time was ripe for the assumption of the offensive. The general retreat, now compelled by the Japanese, would not have been "pre-arranged."

POLICE COURT.

Monday, 31st October.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

LARCENY.

A youthful coolie, without employment, was charged with being in the unlawful possession of a type galley. A Chinese detective who saw the defendant with the article in the street arrested him as he could give no satisfactory explanation of how he obtained possession of it. The manager of the *Daily Press* proved the ownership of the property, which had the name of the office stamped upon it, and the defendant was sentenced to three weeks' imprisonment.

A LESSON TO JIRIKISHA COOLIES.

A jirikisha coolie from the Kowloon Ferry Wharf stand was presented by Q.M. Serjt. Frampton, R.A., for refusing hire. In reply to the Magistrate the police stated that several complaints of this kind had been made to them at Kowloon, and the Magistrate, describing this conduct on the part of the jirikisha men as intolerable, imposed a fine of \$5.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

ASSAULT.

An Indian police constable was sentenced to one month's hard labour for assaulting an Indian police sergeant.

MARINE MAGISTRATE'S COURT.

Monday, 31st October.

BEFORE HON. CAIT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

A HUNGRY CREW.

An enquiry was held into the circumstances of a case of alleged gross neglect of duty by a coxswain and engineer of a steam launch "8 K" in the waters of the Colony on the 26th October. S. Smith, boatswain in charge of the launch, stock of the Hongkong and Whampoa Dock Co., said that on that day he sent the launch to the Cosmopolitan Docks, and to proceed from thence to Deep Water Bay. The defendants proceeded on this duty, and on return anchored at Aberdeen, remaining there some time. The defendant and crew all landed, lowering the boat, and left the launch without anyone on board. The launch was absent so long that the complainant took another launch to look for it. He found it in the fairway, and the coxswain informed him that they landed for "chow." This was unnecessary, as the launch was provided with cooking utensils. The coxswain had orders that whenever going to Deep Water Bay he must proceed outside Aberdeen. Complainant had been with him several times to show him the route he should have taken.

T. Hand, superintendent of Aberdeen Dock, said he noticed the launch made fast to the Dock Buoy about 11.30 a.m. on the 26th. Knowing she had no business there he boarded her. He found nobody on board except a small boy, and he was not one of the crew. He ordered the whistle to be blown to attract the crew, but nobody responded. He then landed. At 1.30 p.m. he noticed the crew go off in the boat. They cast off the slip rope and left.

The coxswain said he was without a cook; they landed because they were hungry.

Both defendants had their certificates suspended for three months.

AUDACIOUS ROBBERY AT SHANGHAI.

The departure of Lieutenant-Colonel Chou, commandant of the Native City Garrison, to the vicinity of Sunghing, with land and naval detachments, to capture a large body of salt smugglers and gamblers who had previously ambushed and defeated a small squadron of native river gunboats that had been sent to disperse them, has already been reported. Apparently the departure of Lieut. Col. Chou from Shanghai was duly reported to the leaders of the desperadoes, for they took advantage of it to send a portion of their number "to create a diversion" in Shanghai city, by making a raid on Monday night on the residence of the Lieutenant-Colonel, while all the male members of the family were away. The result of the raid was the taking away of a large number of trunks containing furs and silk and satin clothing, as well as money and jewellery. Having bound and gagged their victims, the bandits with their plunder mounted the city walls, close by the residence, and choosing the south-western part, where it was in a tumble-down condition, they climbed down and were far away before the military patrols from the barracks not far off the scene of the robbery could get anywhere near the place.

PEKING'S HOARD OF GOLD.

It is reported from a reliable source in Peking that, with a view of starting a gold standard in the near future, the Board of Revenue, in obedience to instructions from the Throne, began last year to collect and store up gold bars, etc., the intention being that, when at least 100,000 taels weight of pure gold had been collected, a start with the gold standard shall be made, the gold being used for coining gold pieces, while silver tael pieces of standard weight are also to be struck. A few days ago, this subject being brought up before the Empress Dowager in the Grand Council, her Majesty commanded two of her councillors to proceed to the Treasury rooms of the Board of Revenue to make an investigation as to how much gold had been collected, which examination revealed the fact that only 13,680 taels' weight of gold had been collected, which, calculating at that rate, would require at least seven years more before China can have a gold standard.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

LORD ROSEBERRY AND COLONIAL OPINION.

Mr. Chamberlain addressed the following letter to the Editor of the *Times*:—SIR,—Imperial Liberalism as represented by Lord Roseberry has now degenerated into a series of sneers at the motives and intentions of the Colonies in supporting a preferential policy with the mother country.

Because, without a conference, it is impossible for anyone to say beforehand what will be the precise conditions of a mutual understanding, Lord Roseberry brings himself into line with the Little Englanders by scenting the idea that any understanding is possible. The formal resolution adopted by all the Premiers at the last London Conference is ignored by him; it does not appear to be aware that large preferences have already been secured by Canada, South Africa, and New Zealand, and that greater advantages have been promised in return for reciprocal action on our part, while his profound knowledge of Colonial human nature convinces him that our fellow-subjects will take all that they can get and give nothing in return.

The secretary of a Chamber of Commerce in Fremantle has written that he knows nothing of a telegram which I received on the morning of my speech at Wembley, and to which I usually referred in replying to a vote of thanks. Therefore, according to Lord Roseberry, the telegram was an illusion or an invention, and there is no ground for the assumption that the people of Australia will welcome a preferential arrangement.

May I ask you to publish the following further telegram received this morning:—

The Federal Council of United Chambers of Manufacture of all Australia reiterated former assurance of unanimous support. Urgently invite yourself and Mrs. Chamberlain to visit Australia, our early summer promises happy sojourn, cementing Empire's solidarity.

At the same time I read in the *British Australasian* that "the conference of Queensland Chambers of Manufacture has passed a resolution approving of Mr. Chamberlain's preference scheme and cordially inviting him to visit Australia."

The Boards of Trade of the principal cities of Canada have passed similar resolutions, and it should be particularly noticed that all these institutions represent persons specially interested in the promotion of local manufactures, who, according to Lord Roseberry's view, are entirely animated by selfish fears of competition with the mother country.

If we add to this evidence the uncontested statement of Mr. Fielding, the Minister of Finance of the Dominion of Canada, in his Budget speech, that "we say to the English people that Canada is practically a unit in support of preferential trade," I think we may conclude that there are none so blind in this country as those party politicians who will not see in these manifestations of opinion encouraging proof of the desire of the Colonies to meet us halfway in any concessions we may be called upon to make.

There was a time when Imperial Federation and commercial unity were objects for which Lord Roseberry was "content to die," but he is no doubt much more in his element as a cynic than as a martyr.—Yours obediently,

J. CHAMBERLAIN.

Highbury, Moor-green, Birmingham, Sept. 23rd.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The I.G.M. steamer *Princess Alice* left Kobe via Nagasaki and Shanghai on Monday, the 31st Oct., and may be expected here on Tuesday, the 8th Nov.

The I.G.M. steamer *Preussen*, carrying the German mails with dates from Berlin of the 11th Oct., left Colombo on Saturday, p.m., and may be expected here on Wednesday, the 8th November.

The I.G.M. steamer *P. R. Luitpold*, which left here on the 26th Oct., p.m., arrived at Shanghai on Saturday, at 1 p.m.

The I.G.M. steamer *Zieten*, which left here on Wednesday, at noon, arrived at Singapore on Sunday, at 2 p.m.

The P.M. steamer *Mongolia*, with mails, &c., from San Francisco to the 13th Oct. via Hongkong, leaves Yokohama for this port via Kobe, &c., on the 1st Nov., and is due here on or about 12th Nov.

The J.C.J. Lijn steamer *Tijnah* left Macassar for this port on the 26th Oct., and may be expected here on the 5th Nov.

The C. & M. steamer *Rubi* left Manila on Friday, the 28th Oct., and is due here to-day.

The O.S.S. & C.M. steamer *Ulysses* left Shimonezaki on the 30th Oct., at 5 p.m., and is expected here on the 4th Nov., at daylight.

The N.L. steamer *Borneo* left Sandakan on Friday, at 1 p.m., and may be expected here on Wednesday, the 2nd Nov., a.m.

The C.J.-A. Line steamer *Prinz Sigismund* left Sydney via Brisbane and New Guinea for Hongkong on Saturday, the 29th Oct., at 2 p.m., and may be expected here on or about the 21st November.

The P. & A. steamer *Arabia* arrived at Yokohama on the 30th Oct., and may be expected here on the 10th Nov.

WEATHER AT SEA.

Arrivals report fresh monsoon and heavy sea. Disagreeable weather.

COAL.

The *s.s. Ve mont* arrived from Moji yesterday with 6,000 tons of coal for Messrs. Bradley & Co. The *s.s. Auchenard* has arrived from Kutchinotsa with 5,000 tons of coal for the M.B.K. The *s.s. Sheikh* arrived from Kutchinotsa with 5,820 tons of coal for Messrs. Dodwell & Co. The Swedish *s.s. Leta* brought 2,120 tons of coal from Moji for the Mitsui Bishi Co. The *s.s. Tyr* arrived from Hongkong yesterday with 3,100 tons of coal. Some 500 tons of it were consigned to Messrs. Shawan, Tomes and Co.

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO

CO., LD.

NEW IRON

FRAMED

PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER

PIANO

PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED

PIANOS BY

BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. & Co.

BABY

GRANDS

Hire or Credit

Hongkong, 10th October, 1904. [2150]

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 a.m. to 5 p.m.

1st FLOOR, WATKINS' BUILDINGS,

31, Queen's Road Central.

Hongkong, 13th October, 1904. [93]

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANGS. Codes: A.B.C., 5th Ed. Lieber's. P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS



NOTICE

THE Annual Session of His Majesty's Justices of the PEACE will be held in the JUSTICES' ROOM, at the Magistracy, on TUESDAY, the 15th day of November, 1904, at 2.30 p.m., for the purpose of considering applications for Publicans and Adjunct Licences for the year 1904-1905, under Ordinance No. 8 of 1888. Forms of application may be obtained at the Magistracy. All applications must be forwarded to the Magistracy on or before Tuesday, the 1st day of November, 1904.

H. H. J. GOMPERTZ,
Police Magistrate.
Magistracy,
Hongkong, 11th October, 1904. [2568]

NOTICE

WE beg to inform our Customers that we will CLOSE our Shop from 1st December, 1904, until further notice. VICTORIA HAIR DRESSING SALOON.
Hongkong, 1st November, 1904. [2565]

NOTICE

THE Undersigned has taken over the Lease and Goodwill of the CONNAUGHT HOUSE HOTEL, from this date and will not be answerable for any Debts previous to this date.
K. O. PAN.
Hongkong, 1st November, 1904. [2566]

HONGKONG JOCKEY CLUB.

NOTICE

THE RACE COURSE WILL BE OPEN FOR TRAINING FROM TO-DAY (TUESDAY), the 1st November, 1904. Members requiring Stand or Stable Accommodation during the forthcoming Training and Racing Season will oblige by applying to the undersigned before SATURDAY, the 14th instant.
By Order,
T. F. ROUGH,
Clerk of the Course.
Hongkong, 1st November, 1904. [2567]

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is Payable on 2nd January, 1905, at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st November, 1904. [2573]

TO LET.

N. O. 38, ELGIN STREET, from 1st December.
For particulars, apply to—
DARTLY & CO.
Hongkong, 1st November, 1904. [2569]

THEATRE ROYAL
TO-MORROW (WEDNESDAY), 2nd NOVEMBER.

GRAND BOXING CONTEST

between
SAM NEWMAN
AND
"BABY" SMITH.
For the Welterweight Championship of China.
20 ROUNDS! 20 ROUNDS!!
TWO PRELIMINARY BOUTS, ONE 4 ROUNDS AND ONE 3 ROUNDS.
Prices \$5 (Stage Seats), \$3 and \$1.
Tickets may be had at all principal Hotels.
JAMES CHRISTIE,
Promoter.
Hongkong, 1st November, 1904. [2576]

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL
THE COMEDY OPERA ENTITLED
"DOROTHY"
IN THREE ACTS
Will be Produced on the following dates:—
SATURDAY, 19th NOVEMBER, 1904.
TUESDAY, 22nd " " " "
WEDNESDAY, 23rd " " " "
THURSDAY, 24th " " " "
SATURDAY, 26th " " " "
MONDAY, 28th " " " "
Doors Open at 8.30 p.m., Curtain Rises at 9 p.m.
The Booking Office (at The Robinson Piano Co.) will be Opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 a.m. and 4.30 p.m. each day.
Late Trains quarter-of-an-hour after fall of Curtain.
Stalls and Dress Circle... \$3.
Pit Stalls... \$2.
Pit... \$1.
A. CHAPMAN,
Business Manager.
Hongkong, 1st November, 1904. [2574]

NEW ADVERTISEMENTS

BRITISH NORTH BORNEO GOVERNMENT.

WANTED, IMMEDIATELY.

QUALIFIED DOCTOR for Kudat.
Further particulars on application to—
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 1st November, 1904. [2570]

FOR SALE.

A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and PORCELAIN.
LOCK HING,
Queen's Road Central.
Hongkong, 1st November, 1904. [2571]

FOR SALE.

TWO Fast Twin-Screw Steamers
"CHU KONG"
Length ... 142 feet.
Breadth ... 23 feet.
Draught ... 6 feet.
Registered 288 tons. Built of Steel and
Furnished with Electric Light.
"PAK KONG"
Length ... 100 feet.
Breadth ... 22 feet.
Draught ... 8 feet.
Registered 240 tons. Built of Teak Wood.
For further particulars, apply to—
45, WING LOK STREET,
Hongkong.
Hongkong, 1st November, 1904. [2572]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"GREGORY APCAR,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 p.m. of the 3rd November, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
Bills of Lading will be countersigned by the undersigned.
No Fire Insurance has been effected.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 31st October, 1904. [2575]

GOVERNMENT OF BRITISH NORTH BORNEO.
GOVERNMENT OF LABUAN.
REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before the 15th November, 1904, for the following Revenue Farms, for the year 1905, or for the three years 1905, 1906, 1907.
OPPIUM FARMS.
SPIRIT LICENCE FARMS.
PAWNBROKING FARMS.
GAMBLING RESTRICTION FARMS (North Borneo only).
For particulars, apply to—
Messrs. GIBB, LIVINGSTON & CO.,
Hongkong.
Hongkong, 27th August, 1904. [2584]

BRITISH NORTH BORNEO.
CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the Customs Farm, including the sole right to collect all Import and Export duties payable to Government exclusive of Import duties on Wines, Beer and Spirituous Liquors which are farmed separately, and Export duty on Estate Tobacco, Timber, Coal, Minerals, Cutch and Manufactured products for the year 1905.
Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepilong River in Padas Bay on the West Coast, to Koursuck Point, Sibuko Bay on the East Coast, including all Bays, Rivers and Islands within the State, or for each separate district.
Each tender should state the monthly rent tendered.
This Farm is subject to the laws and regulations now in force or to any laws or regulations which may from time to time be enacted or issued by Government.
Any further information on the subject may be obtained from Messrs. Gibb, Livingston & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Residents or Officers-in-Charge of the different districts or stations.
Tenders should be sealed and addressed to the Secretary to the Atg. Governor of British North Borneo.
Every tender must state the nature of the security to be offered, and which must be partly in cash, to be deposited in an approved Bank or partly in land and house property.
The Government does not bind itself to accept the highest or any tender.
Hongkong, 27th August, 1904. [2585]

NOTICE FROM SHANGHAI.

DURING the Cold Weather HOPKINS' BUTCHERY at Shanghai will be prepared to supply its patrons in Hongkong with Prime Fresh and Corned Beef, and Pork, Game, Brawn, Pork and Game Pies, also Sausages, &c., &c.
Shanghai, 31st October, 1904. [2559]

CHRISTMAS AND NEW YEAR GIFTS
FOR HOME FRIENDS.
MACLEWEN, FRICKEL & CO.
UNDERTAKE to Deliver Gifts, &c. (Free of Charge to Consignee) in any part of the World.
LATEST SHIPPING DATES.
To England ... Nov. 8th
To France ... Nov. 15th
To Germany ... Nov. 15th
To Italy ... Nov. 15th
To United States via San Francisco ... Nov. 8th
To United States via Suez Canal ... Oct. 10th
To India ... Oct. 21st
To South Africa ... Oct. 21st
To Australia ... Oct. 21st
To Canada ... Nov. 8th
China Parcel Express.
OFFICE—3, DUDDELL STREET.
Hongkong, 8th October, 1904. [2502]

INTIMATIONS

THE ORPHEUS SOCIETY

will give its First

CONCERT

TO-MORROW (WEDNESDAY),

2nd November, 1904, at 9 p.m.,

in the

CITY HALL

(Old Chamber of Commerce Room).

The Programme will consist of Glee and Part Songs interspersed with Vocal and Instrumental Solos and Quintets.
The Plan of the Seats is open at the ROBINSON PIANO CO., LD.
Tickets ... \$3 each
Hongkong, 28th October, 1904. [2550]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FRIGATE MASON'S HALL, TO-NIGHT (TUESDAY), the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 26th October, 1904. [2523]

C. M. S. BAXTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held in the City Hall TO-DAY (TUESDAY), November 1st, from 8 to 6 o'clock.
The favour of your attendance is requested.
Hongkong, 26th October, 1904. [2522]

ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th NOVEMBER, are requested to forward to the undersigned their NAMES and ADDRESSES, and to State whether Married or Single.
DAVID WOOD,
Hon. Secretary,
St. Andrew's Ball Committee.
Hongkong, 27th October, 1904. [2535]

NOTICE OF REMOVAL.
MESSRS. F. BLACKHEAD & CO. have REMOVED their business to the Ground Floor of ST. GEORGE'S BUILDING.
Hongkong, 27th October, 1904. [2536]

WANTED.
A RELIABLE CHINESE COMPRA-DORE, for a First-class Business. Must be able to give \$10,000 Cash Security.
Apply to—
Care of Daily Press Office.
Hongkong, 27th October, 1904. [2537]

WANTED.
A HOUSE immediately at the Peak, or Plantation or Barker Road.
Apply to—
S. J. DAVID & CO.
Hongkong, 27th October, 1904. [2538]

REQUIRED IMMEDIATELY.
COMPETENT LADY STENO-GRAPHER and TYPIST. One used to Secretarial Work preferred.
Apply by Letter stating terms, to—
MANAGER,
New York Life Insurance Co.,
Hongkong.
Hongkong, 31st October, 1904. [2556]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—
Lyman, on the 2nd November, in the direction of the entrance to Junk Bay at ranges from 600 to 5,000 yards.
Lyman, on the 4th November, in the direction of the entrance to Junk Bay at ranges from 600 to 4,000 yards.
Devil's Peak, on the 4th November, in the direction of Tung Lung Island at ranges from 600 to 10,000 yards.
If the weather is unfavourable, Practice will be carried out on the following day.
Practice will commence daily at 9 a.m., and finish about 12 Noon, if the range is clear.
L. BARNES-LAWRENCE,
Harbour Master, &c.
Harbour Department,
Hongkong, 28th October, 1904. [2553]

ENGINES AND BOILERS FOR SALE.
THE Undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS in an Old French Gunboat, in good working order, and fit for sea-going steamers. Intending purchasers will please arrange terms with the CHING HOP SHIP, No. 183, Wing Lok Street, or the U WO TAI SHIP, No. 110, Des Voeux Road West, or the CHOW LEE SHIP, No. 33, Wing Wo Street, Hongkong.
THE TAI LEE COMPANY.
Hongkong, 31st October, 1904. [2580]

FOR SALE.
A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.
For particulars, apply to—
TURNER & CO.
Hongkong, 22nd October, 1904. [2494]

FOR SALE.
AMERICAN Bark "EVIE J. RAY," 919 tons net register, now in port. For particulars, apply to the Captain on Board or SANDER, WIELER & CO., Agents.
Hongkong, 15th October, 1904. [2446]

FOR SALE.
STEEL MOTOR LAUNCH, 28 feet by 6 feet 9 inches beam, fitted with 5 H.P. Motor, speed about 7 miles; perfect order.
Apply to—
Care of Daily Press Office.
Hongkong, 27th October, 1904. [2534]

TONG CHONG WO & CO.
No. 98, QUEEN'S ROAD CENTRAL.
Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES
They are made of best Havana leaves and possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904. [1233]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 1st November, 1904, commencing at 2.30 p.m., at his SALES ROOMS, Duddell Street, A QUANTITY OF JAPANESE CURIOS, Comprising:—
SATSUMA WARE, BRONZES, GOLD LACQUERED CABINET, RED LACQUERED BOXES, PHOTO FRAMES, PANELS, ALBUMS, SILK EMBROIDERED SCREENS, &c., &c.
Terms—As usual.
Catalogues will be issued.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 28th October, 1904. [2549]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 5th November, 1904, at 2.30 p.m., at his SALES ROOMS, Queen's Road, A CHOICE COLLECTION OF JAPANESE CURIOS, Comprising:—
HANDSOME MAKUZU WARE, RARE OLD SATSUMA, FINE CLOISONNE, BRONZES, IVORY CARVINGS, INLAID PANELS, HANDSOME SILK EMBROIDERED SCREENS, &c., &c.
TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong 31st October, 1904. [2562]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF \$10 EACH.
SHARE CERTIFICATES will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Offices, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st November, 1904. [2475]

LOST.
THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.
THE CERTIFICATE No. 3232 of 50 SHARES numbered 8421/86170 in this Company standing in the name of JAMES ROBERTSON ALEXANDER has been lost. NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 50 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th October, 1904. [2576]

ESTABLISHED 1820.
C. LAZARUS & CO.
BILLIARD TABLE MANUFACTURERS,
60 & 61, BENTINCK STREET,
CALCUTTA.
SOLE MAKERS OF THE
STANDARD
INDIAN BILLIARD TABLE
A reputation of over Eighty Years maintained against all competition, and the Standard Billiard Table stands to-day
UNRIVALLED,
PERFECT IN DESIGN,
ACCURATE IN CONSTRUCTION,
MODERATE IN PRICE,
EXCELLENT THROUGHOUT.
Price List on Application to the "HONGKONG DAILY PRESS" Office. [2318-1]

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.
No. 69.
Alteration in setting of Tide-gauges.
NOTICE IS HEREBY GIVEN that on or about the 1st November, the tide-gauges in the approaches to Canton will be altered to show the height of water above the low water plane corresponding to the standard zero at Canton and Whampoa.
The depths of water at the various shallows, reduced to the above low water plane, are as follows:—
Second Bar, Eastern Channel 13 feet.
Tai Shek Barrier (depth corresponding to setting of present gauge) 9 feet.
Tai Mei Spit 10 feet.
Sulphur Point about 6 feet.
Salt Flats about 3 feet.
J. HOWELL MAY,
Harbour Master.
Approved,
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, 24th October, 1904. [2527]

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.
No. 70.
Canton River; Northern Section of Bridge Barrier removed.
NOTICE IS HEREBY GIVEN that on or about the 28th instant, the rail light marking the Northern side of the ship channel through the Bridge Barrier will be discontinued. The Northern Section of the barrier has been removed.
The site it occupied is free from dangers, and a depth of 18 feet at low water spring tides exists within 200 feet of the left Bank of the river.
J. HOWELL MAY,
Harbour Master.
Approved,
F. J. MAYERS,
Acting Commissioner of Customs.
Custom House,
Canton, 24th October, 1904. [2528]

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
STEELING RESERVE \$10,000,000
SILVER RESERVE 7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000
COURT OF DIRECTORS.
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson, Esq.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellien, Esq.
N. A. Siebs, Esq.
H. W. Slade, Esq.
Hon. R. Sheehan, Esq.
E. S. Wheeler, Esq.
CHIEF MANAGER
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4½ per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1904. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 185
HEAD OFFICE—LONDON.
CAPITAL PAID-UP \$200,000
RESERVE LIABILITY OF SHAREHOLDERS \$200,000
RESERVE FUND \$200,000
INTEREST allowed on Current Account at the rate of 2½ per cent. per annum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" " " " " " " " 3½
" " " " " " " " 3
" " " " " " " " 2½
T. P. COCHRANE,
Manager.
Hongkong, 19th May, 1904. [97]

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.
SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000
PAID-UP CAPITAL " " 2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.
Canton
Chefoo
Hankow
Tientsin.
Peking
Foshan
Singapore
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities. Bill Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2½ per annum on Current Account daily balances.
3½ per annum on Fixed Deposits for 3 months.
4½ " " " " " " " " 6 " "
5½ " " " " " " " " 12 " "
H. O. MARSHALL,
Acting Manager.
Hongkong, 17th May, 1904. [23]

THE LONDON JOINT STOCK BANK, LIMITED
FABE'S BANK, LIMITED,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5½ per annum
" " " " " " " " 6 " "
" " " " " " " " 4½ " "
" " " " " " " " 3½ " "
TARO HODSUMI,
Manager.
Hongkong, 12th September, 1904. [2]

INTERNATIONAL BANKING CORPORATION.
Capital, Surplus and Undivided Profits, Gold \$7,992,173.37—about £1,640,000.
Capital and Surplus authorised, Gold \$10,000,000—£2,055,000.
HEAD OFFICE: 1 WALL STREET, NEW YORK.
LONDON OFFICE: 15, MARK LANE, HOUSE, E.C.
Branches at
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON, and Agents all over the World.
London and Continental Bankers:—
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LIMITED.
CREDIT LYONNAIS, DRESSENER BANK, COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.
HONGKONG BRANCH:
20, DES VOEUX ROAD CENTRAL.
CHARLES E. SCOTT,
Manager.
Hongkong, 15th July, 1904. [1801]

BANKS

THE DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL—Sh. Tals. 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES: Calcutta, Hankow, Tientsin (Kiautschou).
LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT: DIRECTION DER DISCOUNT GESELLSCHAFT.
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE,
Manager.
Hongkong, 11th August 1904. [24]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL \$1,500,000
SUBSCRIBED " " 1,125,000
PAID-UP " " 682,500
RESERVE FUND " " 80,000
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily balance.
On Fixed Deposits:—
For 12 months, 4½ per annum
" " " " " " " " 3½
" " " " " " " " 3
" " " " " " " " 2½
EVAN ORMISTON,
Manager.
Hongkong, 23rd May, 1893. [22]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [20]

THE BANK OF TAIWAN LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP " " 2,500,000
HEAD OFFICE: TAIPEH, FORMOSA.
BRANCHES AND AGENCIES: Amoy, Kobe, Nagasaki, Yokohama, Aomori, Fushimi, Osaka, Tokyo, Keelung, Shanghai, Yokohama.

HONGKONG OFFICE:
4, QUEEN'S ROAD.
Interest allowed on Current Account. Deposits received on terms which may be learnt on application.
S. SHIGEMASA, Manager.
Hongkong, 1st November, 1904. [1165]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.
HONGKONG EXCHANGE.
SUBSCRIPTIONS.
PAYABLE QUARTERLY IN ADVANCE.
EXCHANGE LINES.
\$25 per Quarter.
NO CHARGE FOR INITIAL INSTALLATION.
N.B.—A special charge is made for lines of more than average length.
DESK TELEPHONES.
For a small additional annual charge Desk Sets can be supplied.
ELECTRIC SUPPLIES:
BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, SWITCHES, TELEPHONES, WIRE, &c., &c.
SEND FOR PRICE LISTS.
ELECTRIC BELL INSTALLATIONS.
Estimates given for all kinds of Electrical work.
Address:—No. 2, ION HOUSE ROAD.
W. STUART HARRISON, A.M.I.C.E., Manager.
Hongkong, 16th April, 1904. [24]

TO LET

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also Rooms or Offices on the First Floor of same address.
Apply to—
YEE SANG FAT,
Above Address.
Hongkong, 15th October, 1904. [2449]

TO LET

EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1177]

TO LET

NOS. 17, 19 & 21, SEYMOUR ROAD.
Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET

NOS. 1, RIFON TERRACE (in FLATS).
A HOUSE in WONG-NEL-CHONG ROAD, facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Grounds.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIELD).
GODOWNS; PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th June, 1904. [175]

TO LET

NOS. 58, CAINE ROAD. European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour.
Possession 1st January, 1905.
Apply to—
MANAGER,
China Merchants S. N. Co.
Hongkong, 15th October, 1904. [2449]

TO LET

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET

NOS. 8, UPPER MOSQUE TERRACE. European residence, just renovated, painted and coloured washed; immediate possession.
Apply to—
G. J. SEQUEIRA,
Care of A. R. Marty.
Hongkong, 28th September, 1904. [2321]

TO LET

NOS. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET

FINE LARGE STORE, in Queen's Road Central (Best Part).
Apply to—
Care of Daily Press Office.
Hongkong, 6th September, 1904. [2161]

TO LET

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.
Apply to—
Care of Daily Press Office.
Hongkong, 5th October, 1904. [2375]

TO LET

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

OFFICE TO LET

FIRST FLOOR, No. 10, Queen's Road Central.
Apply to—
WANG HING.
Hongkong, 24th October, 1904. [2506]

TO LET

TWO LARGE ROOMS, suitable for Offices, situated on the 2ND FLOOR of New Building, Electric Light and Elevator.
Apply to—
A. G. I. S.,
Care of Daily Press Office.
Hongkong, 22nd September, 1904. [2337]

TO LET

NOS. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters).
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 18th August, 1904. [199]

TO LET

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [2350]

TO LET

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET

THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same Floor as that occupied by the China Fire Insurance Co. ROOMS in College Chambers.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 28th September, 1904. [2322]

TO LET

ONE COMFORTABLY FURNISHED ROOM with Bathroom, &c., in 39 ROBINSON ROAD.
Apply to—
J. ULLMANN & CO.,
34, Queen's Road.
Hongkong, 29th September, 1904. [2331]

TO LET

BANGOUR (Peak).
THE EYRIE (Peak).
ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.
BELLIOS TERRACE, Nos. 11, 13 & 21.
BEACONSFIELD ARCADE, No. 14.
1st Floor.
ONE SHOP in BEACONSFIELD ARCADE.
No. 15, MOSQUE JUNCTION.
Apply to—
Linstead & Davis.
Hongkong, 3rd October, 1904. [2363]

TO LET

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

INSURANCES

NORTHERN ASSURANCE CO.
FIRE and LIFE.
ESTABLISHED 1836.
THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO.,
Agents.
Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1903. £10,898,850.
I. AUTHORIZED CAPITAL, £23,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
II. FUND FUNDS, 3,058,961 12 3
The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 18th June, 1904. [1888]

WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.
MARINE BRANCH.
THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against FIRE at Current Rates.
ALEX. ROSS & CO.,
Hongkong, 28th April, 1904. [1121]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED
THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against FIRE at Current Rates.
SIEBSEN & CO.,
Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [9]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [29]

HIRANO WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNOLDS & CO.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS
Hongkong, 31st July, 1903. [1839]

CARDOLINEUM-AVENARIUS
FOR WHOLESALE CASE OF ABOUT 400 LBS. NET FOR 45 LBS. AT \$8.10 PER TON.
Known all over the World as a thoroughly effective preserver of Wood against White Ants, Fungus, Dry-rot, Decay.
Number of Testimonials from Authorities as well as from Private Customers.
LUTGENS, EINSTAMM & CO.
Sole Agents for China.
Hongkong, 19th July, 1904. [161]

HOLY RUSSIA.

Within an hour of my arrival in Petersburg I had been struck by what later experience proved to be the most remarkably distinctive national characteristic observable by the transient visitor.

I looked to find symptoms of patriotic feeling. I looked watchfully for covert signs of political disaffection. These one naturally looked for. But of these no trace was to be seen.

I found instead a social phenomenon of which scarcely a hint had been supplied by my previous study of Russian habits—an outward show of piety such as I had never seen in Catholic France, Ireland, or Italy—a display of religious observance so widespread and seemingly so devout as no written description could have brought me to realise or persuade me to credit.

It is the most astonishing thing—a thing almost inconceivable to a twentieth century Englishman—a thing that filled me with steadily growing wonder and dismay from the time of my arrival to my departure.

There are 200 churches in Petersburg, supplemented by shrines and open chapels at nearly every street corner, and holy pictures lighted with lamps in every restaurant, railway refreshment room and drinking shop; and I am assured, even in places too infamous to be named. In the streets, before each church and holy picture, the passers-by make more or less devout obeisance, and the sign of the cross three times repeated.

I first noticed it while riding on a tramcar. We were passing a church when I observed that all my fellow passengers—workmen, workgirls, soldiers, and errand boys—had simultaneously taken to touching their foreheads, chests, and shoulders with the tip of their fingers. The man had taken off his hat, the women respectfully inclined their heads.

A few yards further the amazing pantomime was repeated, and again, and again, and again at such short intervals that it became almost continuous, especially with the longer-sighted passengers who espied occasions for bobbing, ducking, and crossing at considerable distances up the side streets, and seemed to take pride in missing no visible chance.

Then I noticed that the drivers of droschky's and other vehicles performed the same antics every time they passed a church, even while steering their horses through the most crowded parts of the thoroughfare; and that the pedestrians not only made the triple sign of the cross as they passed the holy image, but prostrated themselves in more or less devout obeisance, bowing in most cases, not perfunctorily with head and shoulders, but with the whole body from the legs.

With the lower classes the observance, as far as I could see, was universal. Women of all ranks, too, followed the rule. Only the dandy officers and a sprinkling of well-dressed men made conspicuous exception.

Nor did my wonder grow less when we reached Moscow. Petersburg counts its religious buildings by tens, Moscow by hundreds. Nowhere else on earth, surely, is to be seen so heterogeneous and barbaric a medley of multi-chromatic minarets, domes, and spires. Here Asia and Europe join hands in a fantastic cluster of coloured, onion-shaped cupolas suggestive of Indian pagodas; isolated steeples giving evidence of Mahomedan inspiration; Byzantine crosses; Roman and Ionic columns—mixed sometimes in the same indescribably grotesque edifice.

The most eccentric and barbaric of these religious buildings is the cathedral of Basile the Happy or of the Intercession of the Virgin. The world rarely contains no building so fantastic. It is situated on a stiff slope of the river in a vast open space outside the Kremlin's principal gate. Words cannot convey any idea of this architectural monstrosity's aspect. It violates every notion of harmony and beauty.

It is an artistic nightmare. Conceive a huddle of eight churches of various heights and dimensions, crowned, some with towers, and some with cupolas, surrounding a larger central church with a conical roof and a small cupola. Its twenty cupolas are of all shapes and sizes and colours. The mass of the building is painted in blue and white stripes. The interior is a maze of little chapels gaudily gilt and painted, and connected by a bewildering series of doors and stairs. All day long, every day of the week, these tiny chapels, low-roofed eaves dimly lighted with candles, are packed with worshippers, frequently crossing themselves, crawling on their knees, and tearfully kissing the feet of the painted saints. Inside and out, it is an amazing spectacle. It is said that Ivan Vassilievitch the Terrible, who built the cathedral to celebrate the taking of Kazan, was so pleased with the architect, that he sent for him, thanked him profusely, rewarded him prodigally, and had his eyes gouged out that he might never build another edifice like it.

The last token of the Tsar's appreciation probably annoyed the artist at the moment, but it may be hoped that he was eventually brought to see it in a proper light as a providential dispensation to be thankful for, if business compelled him to live where he might have seen his cathedral.

And before each of the cathedrals, churches, chapels, convents, and miraculously protected gates, the passing people cross and prostrate themselves like a mob possessed of some devout form of St. Vitus's dance.

More people inside each of the churches, kneeling in the dim-dungeons, on floors of Jasper, agates, and corallians, or devoutly kissing "sainted" images.

More genuflection and crossing under each of the miraculously-protected gateways, every passer-by being commanded by Imperial ukase to uncover here, in recognition of various "historic" miracles performed by the lamp-lit Saviour's image.

It was one of the diversions of my constant wonder to pick out men of more than usually bold and intelligent countenances and watch them pass the test. Over and over again I have said of my selection: "Ah! he won't cross himself!" But in every case I have been disappointed.

Passengers in droschky's will stop their carriage on approaching an iconostasis shrine, alight with the customary obeisance, pay their devotions, and proceed with their drive, the driver having in the meantime diligently crossed and recrossed himself too. People passing on a wet day will put down their umbrellas to perform their pious gymnastics more devoutly in the rain. In a square, where three chapels were simultaneously visible, I have seen men who looked full of business pause in their haste to address leisurely worship to each of the three shrines in turn, and then hurry faster than before to make up for lost time. —The Clarion.

THE COALING OF THE BAL TIC FLEET.

ENGLISH AND GERMAN VIEWS.
Those "smaller services" following upon the spontaneous demonstrations of German friendship which *The Times* of September 14 noted as signs of the Russo-German rapprochement find in one essential particular striking confirmation in a series of official documents published by the *Echo de Paris* on September 25 from St. St. Petersburg, corresponding to the all-important question of the coaling of the Baltic fleet and on the attitudes of England and of Germany in the matter.

The question of coaling in neutral ports had been considered by the Russian Admiralty from the very outset of the war, and, according to M. Hutin, the Government early in April took measures to ascertain from Messrs. G. H. Collins and Co., the Dartmouth firm with whom it had a contract, whether there was any British regulation preventing more than one war vessel from entering that port. This information was solicited because the Russian Admiralty realised that the fact that during the Russo-Turkish war of 1877 the Governor of Ceylon had objected to two Russian war vessels entering Colombo simultaneously, and this right was accorded only after energetic protest from the Russian Consul. The Russian Admiralty would be put upon the words in Rule III. of Lord Lansdowne's Circular, "the nearest port of its country or a neutral port still nearer," and it gave an example. Suppose a war vessel from the Baltic going to the Far East with Port Said as its next port of call, would it be given coal enough to reach this port considering the fact that it was getting further and further from its own nearest national Baltic port, or would it be merely allowed to take in coal enough to return to Lihon? Evidently, maintained the Russian Admiralty, the Black Sea ports would be the nearest, considering the direction in which the ship was going, or in fact Port Arthur. It was bound for the Far East. Port Said was nearer than either, so that logically the vessel ought to obtain coal enough to take it to Port Said. The Russian Admiralty desired an explicit reply to the above question.

It was not until June 1 that Lord Lansdowne informed Messrs. Collins and Co. of his intention to reply formally to the questions put to him. The Foreign Office had not replied before because a letter of May 21 from Messrs. Collins and Co. to the Customs Commissioner had not been forwarded by that official to Downing-street. On July 5 Lord Lansdowne informed this firm that the naval authority at Portsmouth had received instructions to communicate with the firm on the subject. In fact on July 25 Sir John Fisher stated through his secretary that it was not "expedient" that any coal should be delivered to the Russian fleet by Messrs. Collins and Co., for in his opinion this would be an infraction of the Foreign Office's assistance in 1870, and could not, therefore, be authorised by His Majesty's Government. This decision, which was that of the Admiralty, was given in a communication from the senior naval officer at Portsmouth.

The decision, however, did not seem to be sufficiently clear to Messrs. Collins and Co. They thereupon applied for fresh information. "We think," they wrote, "that your letter means that, if we should provide the Russian fleet with coal in case it is out for the sea of war, we should be breaking the law of the land, but we think likewise that Lord Lansdowne's regulation permits us to provide war-vessels within 24 hours of their arrival with the coal required for them to continue their route to their next national port."

We also think that coal can be furnished to steamers and vessels which, even while doing transport service, fly the commercial flag. It seems to us that these vessels would be perfectly authorized to ask assistance in a perfectly authorized to ask assistance in a few months' time. After 30 days the precise information ago." After 30 days the precise information ago. The Admiralty informed Messrs. Collins and Co. that it is not Rule III. of the Foreign Office letter of February 10 which governs the case in point—namely, that of the furnishing of coal to one of the belligerent fleets, or to an isolated belligerent, or to the auxiliary vessels of a belligerent fleet, or to any other vessels that are obviously intended to serve for war purposes. The regulation dealing with such a fleet or such vessels is that contained in the first portion of Rule I. of the said Foreign Office letter, and, as the Portsmouth authorities had pointed out, the fact of providing vessels with coal in these circumstances would constitute an infringement of the Foreign Enlistment Act of 1870. Messrs. Collins and Co. were, therefore, not warranted in thinking they were at liberty to furnish coal to Russian vessels that were to be employed in connection with the war.

Thus far the British standpoint. Admiral Roddick's view had to apply elsewhere. The consequence is sufficiently shown in the extract published by Mr. Hutin from a letter written to the Admiralty by M. Didrichsen, of Kiel, who likewise had a contract with the Russian Admiralty. The M. Didrichsen in question is the brother of Rear-Admiral Didrichsen, of the German navy. It is not necessary to say more. The Kiel merchant assures the Russian Admiralty

that international law permits his furnishing to the Russian vessels a quantity of coal equivalent to that utilized during the voyage from Kronstadt. But, he adds, "I would quite willingly provide a more considerable quantity, even outside the port of Kiel, and when you like. As in time of war there is no doubt that your Excellency desires to have as much coal as possible—I shall be able on receipt of a telegram from you to have ready any quantity desired upon the arrival of the fleet." It should be said that M. Didrichsen is likewise the Russian Consul, and that as such he is able to assure the Russian Admiralty that he is entirely at his service. M. Hutin publishes these facts without comment, but adds the information that, while the official attitude of the French Admiralty is "assez réservée" towards its ally, no difficulties either in France or the colonies will be put in the way of the coaling of the Russian Baltic fleet. Two large French firms, one of which is that of Worms, have agreed to deliver the coal which may be required by the second Russian Pacific fleet.—Times.

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.
Swatow, 5th June, 1904. [2169]

QUAN WAI & CO.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN YAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th October, 1899. [2458]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the Highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.
Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point. Tel. 367. Depot, Tes House Street. Tel. 374.
F. P. DANENBERG,
General Manager.
Hongkong, 11th May, 1904. [122]

BOARD AND RESIDENCE

"TANG YUEN."
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Macedonell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71]

YARD AND RESIDENCE

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 18th March, 1904. [2265]

BOARD AND RESIDENCE

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedders Hill.
Hongkong, 1st January, 1892.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.
E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.
TRADE MARK.

LOTUS.
Large Size \$5.00 per 100
Gold Tippee Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$4.60 per 100
Medium Size \$4.20

KARIM.
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium \$2.75 per 100

SOLE AGENTS FOR HONGKONG:
KRUSE & CO., CONNAUGHT HOUSE.

ARNHOLD. KARBURG & CO.
LARGE STOCK
OF
LIGHT
RAILWAY
MATERIAL

Hongkong, 1st October, 1904. [333]

ROWLAND'S
MACASSAR OIL
FOR THE HAIR
Preserver, Beautifier, Nourisher.
Nothing equals it. 120 years proves this fact. Golden Colour for Fair Hair.
Of Stores, Chemists, Hairdressers.

ROWLAND'S
MACASSAR OIL
FOR THE HAIR
Preserver, Beautifier, Nourisher.
Nothing equals it. 120 years proves this fact. Golden Colour for Fair Hair.
Of Stores, Chemists, Hairdressers.

SHIPPING.

ARRIVALS.
GREGORY APCAR, British str., 2,961, J. G. Olfout, 3rd Oct., Calcutta 15th Oct. and 18th Oct., French Mails and General.—David Sassoon & Co.
JAMES BRAND, British str., 2,200, Torrance, 25th Oct., Palembang 17th Oct., Bulk Oil.—Meyer & Co.
KWONGKANG, British str., 1,428, P. M. B. Lake, 31st Oct., Shanghai 27th Oct. and Swatow 30th, General.—Jardine, Matheson & Co.
LOONGKANG, British str., 1,992, I. Weigall, 31st Oct., Manila 28th Oct., General.—Jardine, Matheson & Co.
Tyr, Norwegian str., 1,918, D. L. Danielson, 30th Oct., Hongkong 27th Oct., Coal.—Sander, Weiler & Co.
VERMONT, British str., 2,723, W. C. Haynes, 30th Oct., Moji 25th Oct., Coal.—Bradley & Co.

DEPARTURES.
30th October.
THALES, British str., for Swatow, 31st October.
CHOYANG, British str., for Shanghai, Hongkong, French str., for Haiphong.
JAMES BRAND, British str., for Chinkiang.
LOONGKANG, German str., for Canton.
SIGAL, German str., for Deli.
YANGTZE, British str., for Victoria, &c.

VESSELS IN DOCK.
31st October.
ABERDEEN DOCK.—Petrobr.
FOW CON DOCK.—Larkin, U.S. Fathomer, Sojola, H.G.M.S. Hertha, H.M.S. Virago, Hwang.
COSMOPOLITAN DOCK.—Derwent, Chuen-tiao.

VESSELS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HALLOONG,"
Captain Mutton, will be despatched for the above ports TO-MORROW, the 2nd inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 31st October, 1904. [2563]
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"AIRATON APCAR,"
Captain E. Fy, will be despatched for the above ports TO-MORROW, the 2nd inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 31st October, 1904. [2532]
NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LIGHORI and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"ISCHIA,"
Captain Maganzini, will be despatched as above on SATURDAY, the 12th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st October, 1904. [4]
STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship
"KENNEBEC,"
will be despatched as above on or about the 12th inst.
For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department.
Hongkong, 14th October, 1904. [2439]
"BEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"BENALDER,"
Captain McIntosh, will be despatched as above on or about the 19th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd October, 1904. [2499]
HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"
Captain E. J. Page, of 1,088 tons, registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The outside is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single Journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904. [7]
NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America, in connection with the CHINA STRAIT NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE POINTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	5th inst., Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	H. G. H. Lewellin	P. & O. S. N. Co.	About 9th inst.
LONDON, AM-TRIDAM & ANTWERP	MACHAON	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 19th inst.
LONDON, AMSTERDAM & ANTWERP	JACON	Brit. str.	T. G. Steves	BUTTERFIELD & SWIRE	22nd inst.
AMSTERDAM, LONDON & ANTWERP	VALMACHUS	Brit. str.		BUTTERFIELD & SWIRE	24th Dec.
AMSTERDAM, LONDON & ANTWERP	DIOMED	Brit. str.		BUTTERFIELD & SWIRE	25th Dec.
AMSTERDAM, LONDON & ANTWERP	ULYSSES	Brit. str.		BUTTERFIELD & SWIRE	26th Dec.
BREEMEN, VIA PORTS OF CALL	P. ALICE	Ger. str.	P. Wetlin	MELCHERS & CO.	9th inst., Noon.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	4th inst.
HAVRE & HAMBURG	SEAVONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	19th inst.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	29th inst.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	13th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	27th Dec.
HAVRE & HAMBURG	C. FERD. LARSEN	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	11th Jan.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	R. Day	BUTTERFIELD & SWIRE	22nd inst.
GENOA, MARSEILLES & LIVERPOOL	DARDANUS	Brit. str.		BUTTERFIELD & SWIRE	20th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.		STANDARD OIL CO.	About 12th inst.
VANCOUVER, VIA SHANGHAI, &c.	ST. HUGO	Brit. str.		DODWELL & CO., LD.	About 25th inst.
VICTORIA (B.C.) & SEATTLE VIA JAPAN	TAMAR	Brit. str.	F. N. Evans	CANADIAN PACIFIC R. CO.	To-morrow.
VICTORIA (B.C.) & SEATTLE VIA JAPAN	E. OF INDIA	Brit. str.	R. Archibald	CANADIAN PACIFIC R. CO.	16th inst.
PORTLAND, OREGON	KZELEUN	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
AUSTRALIAN PORTS	ABADIA	Brit. str.	G. D. Morrison	DODWELL & CO., LIMITED	17th Dec.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	Bahle	PORTLAND & ASIATIC CO.	10th inst., Noon.
CHEFOO & TIENSIN	CANDIA	Brit. str.	P. E. Helms	GIBB, LIVINGSTON & CO.	About 13th inst.
CHEFOO & TIENSIN	ONANG	Brit. str.	H. E. Kitcat	JARDINE, MATHESON & CO.	To-morrow, Noon.
CHEFOO & TIENSIN	KANSU	Brit. str.	W. Baddley	BUTTERFIELD & SWIRE	3rd inst.
CHEFOO & TIENSIN	SOFALA	Brit. str.		GIBB, LIVINGSTON & CO.	5th inst.
CHUAN	CHUAN	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	About 4th inst.
WHAMPOA	WHAMPOA	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
CHANGCHOW	CHANGCHOW	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
TRIUMPH	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	9th inst., D'light.
FRUITFUL	FRUITFUL	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	6th inst., D'light.
M. STRUVE	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	13th inst., D'light.
PROVIDENCE	PROVIDENCE	Jap. str.	C. Cornelissen	OSAKA SHOSHEN KAISHA	To-morrow, D'light.
HAILONG	HAILONG	Jap. str.	Mutton	DOUGLAS LARRAIK & CO.	To-morrow, Noon.
TAMING	TAMING	Brit. str.	Pennetfather	BUTTERFIELD & SWIRE	To-day.
LOONGKANG	LOONGKANG	Brit. str.		JARDINE, MATHESON & CO.	4th inst., 4 P.M.
RUBI	RUBI	Brit. str.	R. W. Almond	SHAWAN, TOMES & CO.	15th inst., 10 A.M.
ZAFIRO	ZAFIRO	Brit. str.	R. Rodger	SHAWAN, TOMES & CO.	12th inst., 10 A.M.
TREMO	TREMO	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 2nd Jan.
SUNGHIANG	SUNGHIANG	Brit. str.		BUTTERFIELD & SWIRE	5th inst.
A. APCAR	A. APCAR	Brit. str.	P. Foy	DAVID SASSOON & CO.	To-morrow, 4 P.M.
HINSANG	HINSANG	Brit. str.	W. E. Sawyer	JARDINE, MATHESON & CO.	4th inst., Noon.
MAGAZON	MAGAZON	Brit. str.	W. H. S. Hall	P. & O. S. N. Co.	About 12th inst.
ISCHIA	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	12th inst., Noon.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BAHIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 5th inst. at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceania," 6,610 tons, from Colombo. Passengers' accommodation in which vessel is escorted before departure from Hongkong.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 15th December, 1904.
Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 24th October, 1904. [1]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at FORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE,"
Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 18th October, 1904. [2472]
REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG, 1904.
About
"ST. HUGO" ... 25th Nov.
"SHIMOSA" ... 18th Dec.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 6th August, 1904. [877]
HONGKONG-MACAO LINE.
S.S. "WING CHAI,"
Captain T. Austin, R.N.R.
THIS Steamer departs from Hongkong, on 2 Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 3 P.M. and on Sundays at 6.30 P.M.
FARES—(week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
Every Sunday will be on Excursion, at the following rates:
1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 50 cents, Return 50 cents. Steerage 10 cents.
Tiffin and Dinner can be supplied either on board, or at the Mucuo Hotel, for returning Passengers only, at an extra charge of \$2.
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 7th October, 1904. [23]

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
STEAMSHIP TONS CAPTAIN FOR SAILING DATE.
RUBI 2540 R. W. Almond Manila direct Sat., 5th Nov., 10 A.M.
ZAFIRO 2540 R. Rodger Manila direct Sat., 12th Nov., 10 A.M.
For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 30th October, 1904. [116]
CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 Knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "TARTAR" 4,425 Tons. ... WEDNESDAY, 2nd Nov.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons. ... WEDNESDAY, 16th Nov.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. ... WEDNESDAY, 14th Dec.
R.M.S. "ATHENIAN" 3,662 Tons. ... WEDNESDAY, 23rd Dec.
R.M.S. "EMPERESS OF CHINA" 5,882 Tons. ... WEDNESDAY, 11th Jan.
Hongkong to London, 1st Class ... via St. Lawrence 200 via New York 262.
Intermediate on Steamers, ... 240. " " 242.
1st Class Rail ... " " 240. " " 242.
THE magnificent "TWIN-SCREW" "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Handbks, Notes of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pall Mall.

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON
"ARABIA" 4,483 Bahle November 19th, 1904.
"ARAGONIA" 5,198 Schult December 13th, 1904.
"NICOMEDIA" 4,370 Wagner January 9th, 1905.
"NUMANTIA" 4,370 Brehrer January 25th, 1905.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMFRON, GENERAL AGENT.
Hongkong, 14th October, 1904. [114]
OSAKA SHOSHEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS LEAVING
"PROVIDENCE" WEDNESDAY, 2nd Nov., at Daylight.
"CORNELIUS" SUNDAY, 6th Nov., at Daylight.
"H. A. HARALDSEN" WEDNESDAY, 9th Nov., at Daylight.
"A. HANSEN" Nov., at Daylight.
"M. STRUVE" SUNDAY, 13th Nov., at Daylight.
"T. BRANDT" at Daylight.
On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.
Hongkong, 24th October, 1904. [15]
T. ARIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI ... { CHUAN ... About 4th November } Freight and Passage.
LONDON, &c. ... { COROMANDEL ... Noon, 5th November } See Special Advertisement.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID ... { MANILA ... About 9th November } Freight and Passage.
SINGAPORE, COLOMBO and MAZAGON ... { H.G.H. Lovell, R.N.R. }
BOMBAY ... { W. H. S. Hall } About 12th November } Freight only.
YOKOHAMA, VIA SHANGHAI ... { CANIA ... About 13th November } Freight only.
HAI, MOJI and KOBE ... { H. E. Kiteut, R.N.R. }
(Passing through the Inland Sea)
* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.
For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 29th October, 1904. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES. 1904.
PRINCESS ALICE ... WEDNESDAY ... 9th November
PRINZ HEINRICH ... WEDNESDAY ... 16th November
PRINZ REGENT LUITPOLD ... WEDNESDAY ... 23rd November
PREUSSEN ... WEDNESDAY ... 7th December
PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 21st December
SEYDLITZ ... WEDNESDAY ... 4th January 1905
GNEISENAU ... WEDNESDAY ... 18th January
BAYERN ... WEDNESDAY ... 1st February
ZISTEN ... WEDNESDAY ... 15th February
SACHSEN ... WEDNESDAY ... 1st March
PRINCESS ALICE ... WEDNESDAY ... 15th March
PRINZ REGENT LUITPOLD ... WEDNESDAY ... 29th March
PREUSSEN ... WEDNESDAY ... 12th April
PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 26th April
ON WEDNESDAY, the 9th day of NOVEMBER, 1904, at Noon, the Steamship "PRINCESS ALICE," Captain P. Wetlin, with MALES PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON on MONDAY, the 7th November. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 8th November.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELOCHERS & CO., AGENTS.
Hongkong, 27th October, 1904. [5]

HAMBURG-AMERIKA LINIE

OSTASIATISCHER FRACHTDAMPFER-DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.
PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATE.
BRISGAVIA ... { HAYRE and HAMBURG ... On 4th Nov. Freight.
Capt. Schulke ... (Calling at Singapore, Penang and Colombo)
SLAVONIA ... { HAYRE and HAMBURG ... On 19th Nov. Freight & Passengers.
Capt. Madsen ... (Calling at Singapore, Penang and Colombo)
SEGOVIA ... { HAYRE and HAMBURG ... On 29th Nov. Freight.
Capt. Schoenfeldt ... (Calling at Singapore, Penang and Colombo)
SENIGALIA ... { HAYRE and HAMBURG ... On 13th Dec. Freight.
Capt. Jaburg ... (Calling at Singapore, Penang and Colombo)
ARMENIA ... { HAYRE and HAMBURG ... On 27th Dec. Freight.
Capt. Forst ... (Calling at Singapore, Penang and Colombo)
C. FERD. LARSEN ... { HAYRE and HAMBURG ... On 11th Jan. Freight.
Capt. von Hoff ... (Calling at Singapore, Penang and Colombo)
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, QUEEN'S BUILDINGS.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON-TORONTO CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.
Steamer. Tons. Captain. Sailing Date.
TEXAN 8,615 G. D. Morrison Saturday, December 17th.
TREMONT 9,806 T. W. Garlick January 10th.
LYRA 4,417 G. V. Williams February 8th.
FLEIADES 3,753 Farington March 4th.
† Cargo only.
FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT ... 9,806 tons. T. W. Garlick ... About 2nd January.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS, Hongkong, 24th October, 1904. [7]

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL...	"DARDANUS"	On 1st November.
GLASGOW AND LIVERPOOL...	"DIOMED"	On 13th November.
GLASGOW AND LIVERPOOL...	"NINGCHOW"	On 29th November.
GLASGOW AND LIVERPOOL...	"KEEMUN"	On 28th November.

OUTWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES AND LONDON...	"ULYSSES"	On 5th Nov. Noon.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.
AMSTERDAM, LONDON and ANTWERP	"TELMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 20th December.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 30th November.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, AMOY and SHANGHAI	"TAMING"	On 1st November.
NINGPO and SHANGHAI	"CHANGCHOW"	On 2nd November.
CHEFOO and TIENTSIN	"WHAMPOA"	On 2nd November.
CEBU and ILOILO	"KANSU"	On 3rd November.
	"SUNGKIANG"	On 5th November.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table, A daily qualified
Sergeant is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
-----	----------	---------

KOBE "ONSANG" Wednes. 2nd Nov. Noon.

SINGAPORE and SOERABAYA "HINSANG" Friday, 4th Nov. Noon.

* MANILA "LOONGSANG" Friday, 4th Nov. 4 P.M.

† These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 29th October, 1904. [1938]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKI"	Captain J. Rowley.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRAVELLI"	Captain H. G. Porter.

The S.S. "SOFALA" will be despatched for Chefoo and Durban on 5th inst.

For Freight, apply to

GIRB, LIVINGSTON & CO.,

AGENTS.

[2030]

THE NIPPON YUSEN KAISHA

are prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
as hitherto by the steamers of the NORTHERN
PACIFIC S.S. CO. BOSTON STEAMSHIP
and TOWBOAT CO.'S OCEAN S.S. CO.
and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. 2235

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. To-day, the 26th inst.

Goods not cleared by the 1st proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee and the
Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 26th October, 1904. [1]

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PYRRHUS,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 28th inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 2nd prox.

No Claims will be admitted after the Goods
have left the steamer's Godowns, and all Goods
remaining undelivered after the 2nd prox.,
will be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
5th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th October, 1904. [10-11]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND
SHANGHAI.

THE Company's Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed and
stored at their risk, into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Underwriter before
Noon, on the 2nd November, or they will not
be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 2nd
November, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WISLER & CO.,

Agents.

Hongkong, 26th October, 1904. [3]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. *Perth*.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. To-day, the 28th inst.

Goods not cleared by the 3rd prox., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee and the
Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 26th October, 1904. [1]

OCEAN STEAMSHIP COMPANY,
LIMITED,

AND

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTZE,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 30th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 4th prox.

No Claims will be admitted after the Goods
have left the steamer's Godowns, and all Goods
remaining undelivered after the 4th prox., will
be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
4th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23th October, 1904. [10-11]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903.

AMOI ENGINEERING CO., LD. AMOI

CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.

J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903. 15

A. LING & CO.

FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FINE
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2276]

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR,
No. 12, Pottinger Street, Hongkong.

Agents—

CHIEF CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEK, Fire Cracker Factory.

Hongkong, 1st June, 1904. [1387]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on
sale daily at Mr. H. RUTPONJEE'S
KOWLOON STORE, No. 36, Elgin Road.
Price 15 cents per copy each.
Hongkong, 22nd December, 1903.

MARTIN'S

APIOL & STEEL
PILLS

These tiny
Capsules
—superior
to Capsaic,
Cubeb, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Each Capsule bears the name

MIDY

LADIES' SAFE REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

APOLINE

CHAPOTEAUT, 8, r. Vivienne, Paris

459-2

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop.

Huinan Island 1st Oct.—Gilman & Co.

ASCHENHAGEN, British str., 3,250, Bryes, 30th

October.—Kutchinotzu 24th Oct., Coal—

M. B. Kaisha.

ARARATON APCAR, British str., 2,931, G. Fay,

26th October.—Calcutta 9th Oct., General—

David Sassoon & Co.

BANCA, British str., 3,794, J. B. Ferguson,

26th Oct.—London 3rd Sept., Singapore

21st Oct., General—P. & O. S. N. Co.

BALTRY, British str., 1,642, Shotton, 22nd

October.—Labuan (Borneo) 15th Oct., Coal—

Order.

BERGIAN KING, British str., 2,153, Hayton,

22nd Oct.—Kutchinotzu 16th Oct., Coal—

Dodwell & Co.

BING TIAN, French str., 933, Ribault, 15th

October.—Samarang 29th Sept., Sugar—

Bradley & Co.

CRUS, British str., 2,214, Simmons, 29th Oct.

—Rangoon 12th Oct., and Singapore 19th,

Rice.—Dodwell & Co., Ltd.

CHUNSHAN, British str., 1,221, B. S. Lawlor,

29th Oct.—Saigon 24th October, Meal—

Bradley & Co.

ELG, Norwegian str., 703, Christophersen, 30th

Sept.—Iloilo 26th September, General—

Sander, Wisler & Co.

EXPRESS OF INDIA, British str., 3,032, R.

Archibald, B.N.E., 26th Oct.—Vancouver

3rd October and Shanghai 23rd, Mails and

General.—C. P. R. & Co.

GABRIEL, British str., 2,691, Wm. Finch, B.N.E.,

26th Oct.—San Francisco 1st Oct., Hong-

kong 18th, Yokohama 21st, Kobe 22nd, Nag-

asaki 24th and Shanghai 26th, Mails and

General.—O. & O. S. N. Co.

HINSAUNG, British str., 1,536, W. E. Sawor,

24th Oct.—Samarang 19th Oct., Sugar—

Jardine, Matheson & Co.

HONGER, British str., 2,056, H. Peters, 30th

October.—Singapore 24th Oct., General—

Chinese.

KANSU, British str., 1,421, W. Badley, 26th

October.—Tientsin via Chefoo and Swatow

18th Oct., General.—Butterfield & Swire.

KARIN, Swedish str., 697, G. Petterson, 7th

Oct.—Saigon 1st October, Rice.—Sander,

Wisler & Co.

KIRKBER, British str., 2,275, W. J. Dermody,

26th Oct.—Cardiff 10th Sept., Coal—

Admiralty.

KORICHANG, German str., 1,292, Gosselisch,

27th Oct.—Bangkok 18th Oct., Rice and

Wood.—Butterfield & Swire.

LILIA, British str., 1,834, E. Morris, 28th

Oct.—Saigon 23rd Sept., General.—Chinese.

